

**Silver Spring  
Transportation Management District  
Advisory Committee  
June 17, 2010**

Abbreviations Used Herein:

CAB = Citizens Advisory Board

CBD = Central Business District

IOS = Interim Operating Site

MC-DOT = Montgomery County-Dept. of Transportation

M-NCPPC = Maryland-National Capital Park and Planning Commission

PAMR = Policy Area Mobility Review

**Item 1, 2 & 3 - Introductions/Minute approval/Chair Comments:** Members and guests introduced themselves. Minutes were approved with minor changes.

**Co-Chair Andrew Wexler** suggested that the TMD Advisory Committee minutes follow the same general style as the Silver Spring Citizens Advisory Board, which has adopted an outlined summary to record meeting minutes. Mr. Wexler noted that this type format may allow for a quicker turn around of the Silver Spring TMD minutes, and allow members to review minutes while their memories are still fresh. **Reemberto Rodriguez** said the format for the CAB minutes consists of:

- the agenda;
- meeting attendees;
- actions considered and taken;
- presenters - providing fact sheets about their topics; and
- possibly video taping meetings

**Samantha Mazo** said that adopting such a format may not work as well for the TMD Advisory Committee since many of the meetings involve extended discussion. Not every meeting involves taking action or holding a vote.

**Jim Carlson** said he could transcribe Friendship Heights TMD meetings and **Nakengi Byrd**, which would allow more time for Nakengi Byrd, Commuter Services, to produce a summary of SSTMD minutes. Under this arrangement members will receive minutes about two weeks after monthly meetings. The minutes recording can also be made available on the Commuter Services web site, providing more detail for those that wish to know more; **Mr. Carlson** will look into web storage capabilities.

**Item 4 – Bikeways Update/Q&A:** **David Anspacher**, Bikeway Planner for the Maryland-National Park and Planning Commission, described the Planning Department process for bikeway development. Bikeway construction is an important subcomponent of the County's Master Planning process. **Mr. Anspacher** distributed a County wide Bikeways Master Plan approved in 2005 which establishes a network of County bikeways, and also provided a map handout of the local Silver Spring bikeways, divided into three areas:

- The Silver Spring Central Business District (CBD)

- The North and West areas
- Silver Spring East

**Mr. Anspacher** said there is a Master Plan for trails which has a separate focus is typically handled by the Parks Department. The different types of bikeways shown in the map handout are:

- Shared use – 8 to 10 ft off-road bikeways
- Bike lanes – 5 ft on road bikeways
- Sign Shared – up to 14 ft on sign designated road bikeways

Asphalt is used for all bikeway paving.

Bikeway projects also shown on the handout are:

- The Capital Crescent Trail – coincides w/Purple Line construction and runs from Silver Spring to Georgetown
- Metropolitan Branch Trail – from Silver Spring to Union Station
- Green Trail – when complete will extend east from the Silver Spring Transit Center at Colesville Road to the Sligo Creek Parkway.

Once projects are processed through the approval process funding can come from three sources:

- State capital funding
- County funds
- Developer funding

Developer funding is one of the components included in the Bikeways Master Plan process. The developer will either dedicate land or build bike facilities on the development project frontage.

Currently, the County code for bicycle storage calls for providing one bike space for every 20 vehicle spaces, with a maximum of 20 bicycle spaces with racks for short term bike parking and storage lockers for long term parking. The County bike storage code is in the process of being rewritten to accommodate a larger percentage of spaces for bikes.

**Mr. Anspacher** said another aspect of bicycle planning and development is storage. Short term storage is usually located toward the front of the development, and long term bike storage, most likely located in a parking garage, is located near elevators or parking ramps.

The County's Policy Area Mobility Review process (PAMR), which deals with how developers mitigate traffic around new developments, currently pay \$11,300 per vehicle trip. These funds are invested either in general area improvements or in bicycle and pedestrian improvements.

**Ed Furgol** asked who was responsible for bike trail maintenance. **Mr. Anspacher** said if the pathway is on park property, then the Parks Department of the Maryland-National Capital Park and Planning Commission (M-NCPPC) is responsible; if it is on County roads then Montgomery County Dept. of Transportation is responsible.

After discussion about maintenance responsibility on Takoma Avenue, **Gail Tait-Nouri** said that an email to the City of Takoma Park should be sufficient to get maintenance on Takoma Avenue.

**Everton Latty** stated his concerns with riding on the bike path along Route 29 and Sligo Creek parkway.

**Stanley Elswick**, the NOAA Bicycle Team, gave suggestions regarding bikeway improvements. **Mr. Elswick** said feedback from the recent Bike To Work Day event uncovered that bikers were having some difficulty traveling into the downtown Silver Spring area due to poor pathway maintenance, such as street sweeping to clear debris from bikeways. There are also signage discrepancies; for example, routes marked on the bike map are not marked on the streets, making navigating into the downtown Silver Spring area difficult.

**Mr. Elswick** added, in response to a question about NOAA, that there are showers and lockers located in the NOAA fitness center and in the GSA building for their employees.

**Rukiyat Gilbert** asked if the 20 maximum number of bike parking spaces for new developments currently mandated under the County Code would be increased when the biking guidelines are reviewed. **Mr. Anspacher** said they most likely will but he wasn't certain.

**Ms. Mazo** explained the developer payment process. New development projects must satisfy two tests – a Policy Area Mobility Review (PAMR) and Local Area Transportation Review (LATR), processes which examine surrounding intersections for traffic impacts in connection with proposed new development. If the tests determine that the development will impact traffic negatively, the developer has options available with which to mitigate the traffic and reducing drive-alone trips, for example:

- building bus shelters
- pay to improve intersections
- build pedestrian access facilities
- expand sidewalks
- pay a certain amount per vehicular trip
- add bike paths, showers or lockers

This process, currently under review, is done during the Site Plan and Preliminary Review Process.

**Ms. Tait-Nouri** said the practice of making a payment in lieu of providing actual traffic mitigation is not preferred by M-NCPPC or MC-DOT because the goal is for developers to provide on site mitigation to increase mobility through the area. The planning process is lengthy and is a collaboration between M-NCPPC, developers and MC-DOT. This collaboration, in the case of bicycle facilities, ensures continuity of bike paths between developments.

**Ms. Tait-Nouri** explained that the County's role in bikeway development is to implement the Master Plan and various Sector Plans for bikeways. The funding provides for:

- Assigning various bikeway routes
- Providing bike racks for employers
- Designing and building bike facilities called for in the Master Plan

MC DOT also:

- Works with M-NCPPC and developers to ensure components of the Master Plan are implemented
- Provides bike lanes when roads are repaved
- Works on larger projects that go through the more detailed planning review process, such as the Metropolitan Branch Trail.

**Ms. Tait-Nouri** said that bike and pedestrian project funding has improved of late because the current financial constraints make funding the larger road projects difficult.

**Ms. Tait-Nouri** noted that all biking projects are vetted through the Montgomery County Bicycle Action Group [MCBAG was created in 1996 in order to gain input from citizens interested in recreational and on-road cycling issues]. A current project under review and needing public comment is an updated bicycle map showing bike routes throughout the County. **Mr. Carlson** will send the map link to Committee members to offer comment. The County is also working on an interactive map similar to the Google Maps system.

**Ms. Tait-Nouri** said there are several signage plans for the downtown Silver Spring area. She discussed a new type of bike lane designation pilot called “sharrow” which is a shared lane without the usual white line separating the bicyclist from the vehicle travel lane. The bike lane is indicated by a sign on the right side of the roadway designating a biking lane.

**Sgt. Harmon** was concerned that the sharrow lanes will cause a hazard for bicyclists, saying that white dividing lines tend to slow drivers down and provide a guide for bicyclist to stay in their lane.

**Ms. Tait-Nouri** said that bike lane sweeping and maintenance is difficult to maintain, and the sharrows provide an alternative by allowing bicyclists to avoid debris. However, the cyclists are divided on the issue, with some stating a preference to not be confined to a bike lane; others prefer a designated and striped lane. Sharrows offer an alternative for bikeways that do not meet road width regulations; some cyclists will choose sharrows in order to travel on roadways.

**Mr. Anspacher** said M-NCPPC provides a variety bicycle facilities for the different user classes such as dual, off road paths and shared roadway paths.

**Mr. Furgol** asked about the County’s position on having a designated lane for bikes and buses. He sees this as a way to discourage solo driving. **Ms. Tait-Nouri** said the County would likely follow the recommendations of the Bicycle Action Group.

**Ms. Gilbert** asked would there be any educational outreach to motorists regarding sharrow lanes. **Ms. Tait-Nouri** said there will be signage provided “Bikes May Use Full Lane.” However, she will also communicate the Committee’s concerns to the County’s Traffic Division.

The comment period for the Lower County and Full County map has been extended until June 25th. **Ms. Tait-Nouri** will send **Mr. Carlson** the link to distribute to Committee members.

**Mr. Wexler** asked if there were any major concerns in working with the State Highway Administration (SHA) on bicycle issues and signage. **Ms. Tait-Nouri** said SHA is usually not a concern unless there are right-of-way issues regarding use of road space.

**Mr. Elswick** asked what actions NOAA can take to provide more bike parking facilities since they fall below the ratio of one bike space for every 20 cars. **Mr. Anspacher** said the guidelines are for new developments only – they typically do not retrofit existing developments; however, they would be willing to look at any proposal submitted by NOAA.

**Item 5 – Falkland Chase Follow-up:** The Falkland Chase discussion was tabled until the Traffic Mitigation Agreement is received. Site Plan documents were submitted this week.

**Item 6 – Updates:** **Sgt. Tom Harmon** explained the new cell phone texting law, which will go into effect October 2010. The new law is a secondary offense, meaning drivers cannot be stopped for texting; however, they can be fined for texting if stopped for separate offense.

**Sgt. Harmon's** other announcements included:

- A pedestrian fatality May 24th on New Hampshire Avenue
- ADA access ramps relocated at Colesville and Fenton
- Interim Operating Site (IOS) construction update - sewer line construction at Wayne and Second Avenue
- IOS sign markings refreshed

**Christine McGrew** said that she was almost hit by a car on Second Avenue and Wayne and asked if that area could be patrolled. **Sgt. Harmon** said having an officer at any single location is inefficient because driver's making illegal turns happen too infrequently. He would urge pedestrians to be very alert during the IOS construction.

**Mr. Wexler** expressed his concerns about the green lagging left turn light at the Colesville Road / Georgia Avenue intersection. He believes SHA's remedy to change the left turn light to a red arrow will alleviate the intersections problems. **Mr. Carlson** said he did not believe those were the changes SHA was making, however he will speak to a contact at SHA for clarification.

**Item 7 – Around the Room:** **Ms. Mazo** said she and **Mr. Wexler** would be attending a luncheon hosted by **Governor Martin O'Malley**. She asked the Committee if there were any issues they would like addressed at the luncheon. Some of the issues raised were:

- Metro/MARC Rail funding
- Purple Line support
- Interfacing with SHA

Several members of the Committee raised concerns about the MARC train payment issues:

- paying with cash incurs a \$3.00 surcharge
- SmartBenefits only available through Commuter Direct
- vouchers must be exchanged at Union Station, since MARC stations no longer staffed

Other issues include:

- constant breakdowns
- non-working bathrooms

Meeting adjourned at 9:35 a.m.

Next meeting date: July 8, 2010

**Silver Spring Transportation Management District Advisory Committee Attendance Sheet**  
**June 17, 2010**

<b>Voting Members (12)</b>			
<b>Name</b>	<b>Affiliation</b>	<b>Present</b>	<b>Absent</b>
<b>Chamber Members (3)</b>			
Martin Atkinson	M&T Bank		X
Tom Collins	Atlantech Online		X
Samantha Mazo / Co-chair	Linowes and Blocher LLP	X	
<b>Citizens Advisory Board Members (3)</b>			
Edward Furgol	Kemp Mill, Four Corners, East SS	X	
Vacant	North & West Sector Plan Area		
Andrew Wexler / Co-chair	CBD Resident	X	
<b>Employers less than 50 employees (3)</b>			
Rukiyat Gilbert	Southern Management Co.	X	
Everton Latty	iDeal Decisions, Inc.	X	
Cathy Wilde	Solid Waste Assoc. of N. America	X	
<b>Employers with 50 or more employees (3)</b>			
G. Michael Price	Discovery Communications	X	
Robin Goudy	Social & Scientific Systems	X	
Vacant			
<b>Non-Voting Members (4)</b>			
Sandra Brecher, DOT Transit Services	DOT Director or Designee	X	
Christine McGrew	M-NCPPC	X	
Sergeant Thomas Harmon	Montgomery County Police	X	
<b>Staff</b>			
Nakengi Byrd	DOT, Commuter Services	X	
Jim Carlson	DOT, Commuter Services	X	
<b>Guests</b>			
David Anspacher	M-NCPPC	X	
Stanley Elswick	NOAA Bicycle Team	X	
Reemberto Rodriguez	Silver Spring Regional Center	X	
Regina Spillane	NOAA Bicycle Team	X	
Gail Tait-Nouri	MC DOT	X	

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